

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1.-21. (Cancelled)

Claim 22. (Currently Amended) A drive train comprising:

an internal combustion engine;

first and second electric drive units;

a first power branch that conducts a torque from the internal combustion engine, wherein the first electric drive unit exchanges power with the first power branch in partial operating ranges;

a second power branch ~~are provided~~ that is operative at least in partial operating ranges, wherein the second electric drive unit exchanges power with the second power branch in partial operating ranges; and

a pick off gear unit having a plurality of transmission elements, by which the power of at least one of the first and second power branches is transferred to an output element; [[,]]

wherein in a first operating position the power branches are coupleable directly to one another so that the power branches [[have]] share a common drive connection to a single one of the transmission element elements of the pick off gear unit; [[,]] and

wherein in a second operating position the power branches are coupleable to one another via the pick off gear unit, the power branches having drive connections to two transmission elements of the pick off gear unit, respectively.

Claim 23. (Currently Amended) The drive train as claimed in claim 22, further comprising clutches[[,]] by which, in [[a]] the first operating position, the second electric drive unit is placed in a drive connection with a transmission element which conducts a torque of the internal combustion engine, and by which, in [[a]] the second operating position, the second electric drive unit is placed in a drive connection with the pick off gear unit.

Claim 24. (Previously Presented) The drive train as claimed in claim 23, wherein the transmission element has a drive connection to a ring gear of the pick off gear unit.

Claim 25. (Previously Presented) The drive train as claimed in claim 24, wherein the drive torque of the second electric drive unit has a drive connection to a ring gear of the pick off gear unit.

Claim 26. (Previously Presented) The drive train as claimed in claim 22, wherein in the second operating position the second electric drive unit is connected to a sun gear of the pick off gear unit.

Claim 27. (Previously Presented) The drive train as claimed in claim 26, wherein the pick off gear unit has a double planet gear which has a drive connection to the transmission element which is a ring gear and to a second ring gear of the pick off gear unit.

Claim 28. (Previously Presented) The drive train as claimed in claim 22, wherein a sun gear of the pick off gear unit is connectable to a brake so as to be fixed to a housing.

Claim 29. (Previously Presented) The drive train as claimed in claim 22, wherein a second ring gear of the pick off gear unit is connectable to a brake so as to be fixed to a housing.

Claim 30. (Currently Amended) The drive train as claimed in claim 22, wherein a second ring gear is connectable via a clutch to ~~[[the]]~~ a sun gear of the pick off gear. ~~by a clutch.~~

Claim 31. (Previously Presented) The drive train as claimed in claim 22, wherein a web of the pick off gear unit is connected to the output element so as to be fixed in terms of drive.

Claim 32. (Previously Presented) The drive train as claimed in claim 31, wherein, in addition to the web, power is output via the transmission element that is a ring gear.

Claim 33. (Previously Presented) The drive train as claimed claim 22, wherein the output element is an input element of a component transmission which is connected downstream.

Claim 34. (Previously Presented) The drive train as claimed in one of claim 22, wherein the second electric drive unit is decoupleable from a force flow in partial operating ranges.

Claim 35. (Previously Presented) A method for operating a drive train as claimed in claim 23, the method comprising:

under a first operating condition of the drive train, starting the internal combustion engine with the second electric drive unit switched off and the clutches opened by applying an output torque of the first electric drive unit to the internal combustion engine; and

under a second operating condition of the drive train, starting the internal combustion engine with the clutches closed, by applying both the output torque of the first electric drive unit and an output torque of the second electric drive unit to the internal combustion engine.

Claim 36. (Previously Presented) The method as claimed in claim 35, wherein, under a third operating condition of the drive train, starting the internal combustion engine with the clutches closed, by applying the drive torques of the first electric drive unit and of the second electric drive unit to the internal combustion engine via the pick off gear unit.

Claim 37. (Currently Amended) ~~[[The]]~~ A method for operating a drive train as claimed in claim 22, comprising, providing power with at least one of the internal combustion engine, the first electric drive unit and the second electric drive unit in partial operating ranges.

Claim 38. (Previously Presented) The method as claimed in claim 37, comprising, in partial operating ranges, providing power with only the internal combustion engine.

Claim 39. (Previously Presented) The method as claimed in claim 38, comprising, in partial operating ranges, providing power with the internal combustion engine with a feeding-back of energy into a battery via the second electric drive unit.

Claim 40. (Previously Presented) The method as claimed in claim 37, comprising, in partial operating ranges, providing power with the internal combustion engine and one of the electric drive units, this electric drive unit being fed at least partially by the other electric drive unit which operates as a generator.

Claims 41.-44. (Cancelled)